





A MURRAIN has broken out amongst the cattle at Kabao.

M. de Champeaux, Agent of the Message.

The *Maritime*, informs us that the departure of the *Saghalien* has been postponed till to-morrow at noon, owing to the threatening appearance of the weather.

The prices for Japanese coal keep advancing at a rapid rate, and owing to the great demand for home consumption there is not much available for export. Freight is also ruling low, but owing to the inadequate supplies and high price export is reckoned impracticable in the meantime.

At the Magistracy this morning, Inspector Butlin, of Yaumati Station, charged a punkah coolie with stealing a bottle of lemonade from the Inspector's quarters.

The Inspector said it was lemonade, and no question was raised. The coolie was sentenced to ten days' imprisonment in a place where there is no lemonade.

A COLLISION occurred on the Red River, near Nanding, about a week ago, between a Chinese steam-launch and a similar vessel belonging to the Messageries Fluviales, with the result that upwards of thirty native passengers were drowned.

The writer of a Kobe business circular says:—The resolution of the makers of safety matches to close their works for a week has been carried out, but practically only the manufacturers in Kobe and a few in Osaka closed their works, while others chiefly in the districts have kept going on the plea that they have plenty of orders on hand to execute. It would therefore seem that the movement is doomed to failure, as the closing of only a portion of the factories will hardly have any effect in revivifying the trade under the present circumstances.

At the conclusion of one of the Dock Company meetings at Shanghai the other day the Chairman invited the shareholders present and the representatives of the Press to pay a visit to the works of the Company, and as probably the majority of

shareholders of the Hongkong Company know next to nothing of their own work and its fixings, it would not be at all a bad move if the Chairman of the next meeting were to have the *Fame* ready to convey the shareholders to the Kowloon Establishment. It would be a new departure, perhaps, but it would give the cobwebs a scar and would serve to enlighten some of the shareholders on the real extent of the b.

concern carried on at Hunghom.

The following is the opinion of an Indian expert on the cotton spinning industry in Shanghai and Hongkong.—Advice from Hongkong to hand this mail, show that Hongkong is not going to miss such a favorable opportunity for establishing the cotton spinning industry as is afforded to by the present decline in silver consequent on the Currency Legislation in Japan. A company has been floated to establish a Cotton Spinning Weaving and Dyeing Mill with 60,000 spindles, and the management is in the able hands of Messrs. Jardine, Matheson & Co. Similar other enterprises are also rumored, though they don't seem yet to have taken definite shape. Shanghai also has already several mills, and is going to have more. There

hardly reason to doubt of the success  
a these ventures with the immense advanta

China will have, with its purely silver currency, over Japan and even over India. This merits the serious consideration of the interested in the Japanese spinning industry.

*Le Courrier d'Haiphong*, of the 7th instance, gives some information concerning an important railway extension in Tonkin. In the month, our contemporary wrote: "The Governor-General, by private contract, subject to the approval of the Chamber of Deputies, has conceded the line of railway from Hanoi to Haiphong to M. Desolliers, an engineer, a member of the Municipal Council of Hanoi. It is not known whether the great financier that is at the back of M. Desolliers. Is it M. Vezin or M. Grévy. Our contemporary now announces that it is M. Vezin, who is to finance the undertaking, which includes not only the comparatively short line from Hanoi to Haiphong, but the continuation along the coast to Vinh, a distance altogether of over 200 miles. It is estimated that the Hanoi to Haiphong section will cost 80,000,000 francs, 400 kilometers, and the Hanoi-Vinh section 100,000 francs per kilometre. The Government of Indo-China gives a guarantee of two-thirds of the cost of construction.

and the Company will have a lease for years. The total expenditure involved

50 million francs at least. The capital already subscribed, and the concessionaires are waiting for the resumption of payment to begin work. This may be regarded as the beginning of the Suez Canal railway, and it will have an important effect upon the future of the French Colonies. Doubtless the enterprise will condense in a more business-like manner than the Haïti-Lagoua line, which, at last year's work, was not yet completed, though it is a light railway of the form already mentioned. This, however, was a concession undertaken pure and simple and is not to be compared with the enterprise.



M. DUMER, Governor-General of Indo-China, is expected to visit Tonkin about the 15th October.

H.M.S. *Crafton* is expected soon from the North, along with the torpedo boat destroyers *Hart* and *Handy*.

The Sanitary Board meets to-morrow at 4.15 p.m. With the exception of the consideration of a Common Lodging House By-law, the business is purely formal.

A SUPPLEMENTARY Mail for Europe, &c. by the French Packet *Saphir* will be closed to-morrow, the 18th instant, at 11 a.m. Registration ceases at 10 a.m.

BROTHER Louis, visitor of the Christian Brothers at Saigon, has been appointed Chevalier of the Legion of Honour as a reward for his services in the Far East. Brother Louis was for several years Director of St. Joseph's College in Hongkong.

CAPT. St. Clair, Singapore V.A., is busy organising the Singapore team for the approaching Interport match. Singapore evidently intends to make a strong effort to obtain the lead again, and it behoves Hongkong marksmen to organise with equal enthusiasm, for only by so doing can successful team shooting be accomplished.

YESTERDAY the Parsee Community celebrated their New Year, 'Yedzordy 1287,' by assembling in their place of worship known as the Parsee Club in Elgin Street for offering prayers to the Almighty and exchanging greetings with each other. We wish the Parsee Community in Hongkong and other parts of China a happy and prosperous year.

A CORRESPONDENT writes:—Do contradict the statement in your paper of last night (from a Rangoon paper) that the casualty to the *Palmyra* was not to the Blue Funnel boat of that name but to a Dutch steamer. Doesn't the Rangoon paper know that about a dozen Blue Funnel steamers, including the *Palmyra*, run under the Dutch flag from Java to Holland, &c.?

We have often said that the average Chinaman does not object to imprisonment in a civilised goal. An excellent proof of this was given in a case that came before Mr. Wodehouse at the Magistrate's this morning, when a prisoner whose name approximated to a decent one, the *Sao*, was charged with aiding prisoner No. 164 in attempting to escape from Victoria Gaol. There may appear to be a slight paradox here, as one of the prisoners was attempting to escape, but we are speaking of 'the average Chinaman.' The *Sao* had been sentenced to fourteen days' imprisonment, and was to have been liberated at eight o'clock this morning. While having his bath he changed jackets with No. 164 who had still another week's imprisonment to undergo. At 7.20 a.m. the prisoners for discharge were drawn up in line, and the warden in charge, T. F. Souza, detected the personation—No. 164 appearing in the jacket numbered 176. It appears that No. 176 was so pleased with his quarters, the kindly attention accorded him in goal and the splendid rations provided that he was quite willing, no doubt for a consideration to be paid on his release, to undergo the miseries of seven days' additional incarceration. But for the keen eyes of Warden Souza the personation would have been successful. Before the Magistrate the accused admitted his guilt, and with a grin of celestial content he marked his approval of Mr. Wodehouse's sentence of six months' imprisonment in Victoria Gaol.

Mr. H. E. Wodehouse was engaged at the Magistrate's to-day hearing evidence in a cross-examination brought by two Spanish boarders and a Chinese waiter employed at the Hongkong Hotel. Mr. K. W. Mounsey appeared on behalf of the Spaniards, and Mr. H. J. Holmes for the Chinaman. It appeared from the evidence that one of the boarders asked the boy for ice in his water. The boy obeyed in an insolent manner, and slammed the ice into the glass in such a way as to splash the clothes of the gentlemen sitting at the table. One of them lifted the glass and threw the water over the boy. Evidence was led to show that the boy had never been complained against before, but Mr. Goodchild, the manager, stated that the boys had an objection to serve anyone with a dark skin, believing them to be Portuguese from Macao. He said he had given all the boys orders to be polite to every visitor without distinction of race or colour. His Worship, in dismissing the whole of the accused, said the whole affair arose out of the insolence of the boy. These gentlemen had been staying in the Hotel for a month, and there was no reason why they should have to put up with this treatment. An assault had doubtless been committed in throwing the water over the boy, but there was a limit to human forbearance, and he was surprised not so much that the water was thrown but that the Spaniards gentlemen had not subjected the boy to much severer treatment. He wished to impress upon houseboys in general that they would have his support in cases of assault, but the insolence of the boy in this case has been such that he could not support his conduct. He said the Spaniards said that if they had not thrown the water at the boy, but had gone to the manager and complained of his conduct, he (the Magistrate) would have punished the boy. His Worship concluded by asking Mr. Goodchild to submit a report to his Privy Council upon the subject of the boy.

REUTER'S TELEGRAMS.

(Supplied to the 'CHINA MAIL'.)

LONDON, 13th September, 1897. THE NORTH-WEST FRONTIER. The Afriids in great force are attacking all the posts on the Samana range and have captured Fort Saragar, massacring it, is believed, the garrison of 21 men.

General Elles and Blood's columns advanced into the Mohmand country on the 15th instant.

THE TIMES ON THE SILVER RESERVE SCHEME.

The Times in its money article absolutely condemns the silver reserve scheme, and the banking circles follow suit.

THE TIMES ON JAPAN.

The Times, in an article commending Japanese finance, concludes by saying that Japan should find no difficulty in placing five per cent loans on the European market.

STRIKES IN THE UNITED STATES.

A Sheriff's posse at Nazareth, Pennsylvania, fired into a body of miners who were on strike, for hushing the Sheriff. Twenty-one of the miners were killed and forty-one wounded, most of whom were Hungarians. General indignation is expressed.

(Le Courrier d'Haiphong.)

THE TRIPLE ALLIANCE.

At Hamburg, the Emperor William and King Humbert toasted each other, and spoke of the reality of the Triple Alliance and their earnest desire to maintain peace.

GENERAL LOCKHART.

General Sir W. Lockhart, who has been holidaying in Germany, has been suddenly recalled to India.

ANARCHISM.

The Spanish Consul of War has condemned the anarchist Sampan, who fired at and wounded the Chief of Police at Barcelona, to forty years' hard labour. Sampan is only 27 years of age.

EGYPT.

The Arab tribes friendly to England have taken Berber.

SANGUINARY BATTLE IN THE PHILIPPINES.

It is reported from Manila that a sanguinary battle took place on Monday last at Alaga, which the Spanish troops captured. The rebel loss was very heavy. On the Spanish side only 1 officer and 9 men were killed.

THE PRAYA RECLAMATION AND AN OFFICIAL CONTRADICTION.

The following report by Mr. E. Bowdler, Special Engineer in charge of the Praya Reclamation Works, has been forwarded to us for publication:—

Praya Reclamation Office, Hongkong, 6th September, 1897.

Sir,—With reference to the annexed paragraph cut from the Hongkong Telegraph newspaper of the 4th inst., I have the honor to report for the information of His Excellency the Governor:—

- 1.—The statement that the filth (from the storm-water drain) referred to 'had worked a channel for itself east and west behind the Old Praya wall' is wholly without foundation. The outfall of this drain is built in granite masonry, set in cement and encased in lime concrete 6 inches thick. The lower portion on a length of about 50 feet was rebuilt under my supervision in the year 1873. It is perfectly water and gas tight, and there has not been a leakage of any kind from this portion of the drain since it was rebuilt.
- 2.—The storm-water from this drain was diverted in 1895 from the lower end of D'Almeida Street into the storm-water drain in Pedder's Street. The lower portion of this drain, passing through Crown land from the bottom of D'Almeida Street to the southern boundary of the P. and O. Company's premises, was filled in with earth, and the storm-water drain from the yard at the back of the Supreme Court and carried into Pedder's Street drain.
- 3.—The outfall of this drain is only a few inches above Ordnance datum; consequently, as the foreshore became filled in with rubbish thrown over the Praya wall, the lower portion of the drain, to the depth of 9 or 10 inches, became choked with sand and silt deposited on the invert, several years before the Reclamations were commenced, where it lay until the other day. When excavating the trench along the front of the old Praya wall to allow of the masonry being taken up, a portion of this sand and silt was washed out by the shovels and deposited in the said trench, but there was neither stench nor nuisance caused by it. On completion of the removal of the masonry of the old Praya wall, the sand and silt inside the drain will be removed and the lower end filled in with earth.—I have, &c.,

E. BOWDLER, Special Engineer.

The Hon. the Colonial Secretary, &c., &c.

The following is the paragraph referred to:—  
The Daily Press calls attention to the dangerous state of affairs which the opening of a storm-water drain near the P. & O. office has done. The drain was closed some time ago and it was supposed that it had been diverted. It had not been diverted, but increased and multiplied the foul miasma and revolting stench in the thickly populated district. The filth, we are told, worked a channel for itself east and west behind the Old Praya wall. Some seven or eight hundred gentlemen about an old drain that emptied itself near the P. & O. office. The filth has been fairly choked up, and we have little doubt that the same mischief has been going on there and in other parts of the city. This is a very serious matter, affecting the health of thousands of natives, and we beg to say that the Government will at once take steps to prevent it.

WEATHER NOTICE.

The following notice is issued from the Observatory:—

On the 14th at 9 p.m. North conchoidal. The typhoon, moving apparently towards W.N.W., appears to have entered the China Sea to the North of Bolineo, North only to Easterly gale expected in Hongkong. On the 15th at 11.15 a.m. The centre of the typhoon seems to be situated to the W.N.W. of Bolineo, apparently now moving slowly Westward. It is however uncertain whether this direction will be maintained. The barometer has fallen on the whole in the neighbourhood of Hongkong and the Gulf of Tongking, risen a little in the Formosa Channel. Forecast:—strong N. and N.E. winds and threatening weather. N. and N.E. gales in the N. part of the China Sea.

THE SUBMERGED TENTH.

A TALE OF POVERTY AND DESPAIR.

On Sunday evening, while Acting Sergeant Macaulay was on duty on the Praya, near Winkler Street, his attention was attracted by cries that some people were in the water. When he got on the scene he saw a woman appear on the surface of the water; then another woman bobbed up and after her a young boy. Without diverting himself of his clothes, the Sergeant gallantly plunged into the water, and caught hold of the boy and one of the women. Telling the boy to hold on to him he attempted to swim ashore, but the women were struggling so strenuously, objecting to be rescued, that Macaulay had the utmost difficulty in keeping his head above water. A Chinaman in a neighbouring launch jumped in to his assistance, handed Macaulay a lifebelt and then proceeded to the rescue of the other woman. She also objected to be saved, and half drowned her rescuer before he succeeded in getting her ashore. The Chinaman suffered from the effects of his immersion for some hours after; the two women and boy were sent to the Civil Hospital.

It appears that this was a deliberate attempt at suicide by the two women, and probably at the murder of the boy. After being brought ashore, the women renewed their attempts to jump into the Harbour. At the Magistrate's to-day all three prisoners were charged with attempting to commit suicide.

Sergeant Macaulay gave evidence of the rescue, and corroborative evidence was given by a Chinaman.

Without calling on other witnesses, the Magistrate questioned the prisoners, who are sisters, why they had attempted to take away their own lives.

The first defendant—I have no husband and my son (the other prisoner, aged about 7 years) is too small to support me. The landlady of the house forced me to remove, and as I had no place to go to I had to end my life.

The second defendant (who is a young woman) said:—The first defendant is my elder sister. She is in a very difficult position. She complained to me of her poverty; and I am also in a difficult position. I have no husband, so I said: 'I will go and die with you.'

His Lordship—In what way is your position difficult?

The second defendant—I have no parents, and nobody to support me.

His Lordship—How long have you been in Hongkong?

The second defendant—Between 10 and 20 years.

His Worship—When did your husband die?

The second defendant—I am not married.

His Worship—When did the first defendant's husband die?

The first defendant—In the tenth moon last year.

His Worship—And do you want your son to die, too?

The first defendant—I do not wish him to die. I do not know if he wished to die or not.

His Worship—Have you any relations?

The first defendant—Yes; but they are not well off.

His Worship—I will put off this case for a week, and in the meantime you can see if anything can be done for the prisoners. (To the prisoners)—You must not take the bull by the horns and try to end your lives in this way.

Sergeant Macaulay reminded His Worship of the gallant conduct of the launchman, who had assisted him to rescue the prisoners.

His Worship sent for the man and said:—Toll him I am glad to hear he gave all the assistance he could to rescue these people. But for his assistance and that of Angus Macaulay they would have met with their death. I have much pleasure in giving him a reward of \$10.

CORRESPONDENCE.

THE PIANO NUISANCE.

To the Editor of the 'CHINA MAIL'.

Hongkong, Sept. 15. Dear Sir,—Your correspondent 'Nerves' must be a near neighbour of mine, for judging from his graphic description, I have identically the same piano-nuisance close by. There can be no possibility of mistake in the matter. She sets to work before breakfast, and after that meal, with slight interruptions to sign child-books and snatch hurried refreshment, goes at it, hammer and tongs—fingers and feet. I ought to say—all through the living day. Occasionally, when she feels equal to it, she continues after dinner. Her motto would be 'go on for ever.' Ten years' brook would be a fool beside her. The locality, in consequence, is a modified Inferno. The pains of Purgatory can be as nothing compared with those I have suffered from this demon in human guise. There is no music in all that she does. It is simply unrelenting, vindictive strumming and banging, alternating with weary, monotonous, aimless wandering up and down the key-board, sometimes with one hand, sometimes with both; now and then, some one assists her, for four hands seem to be industriously at work, and the din they make, as may easily be imagined, is perfectly indescribable. Personally, I feel convinced that all this is done for no purpose but to annoy. The offender keeps herself closely shut up, that she may not be disturbed by the noise. In the few weeks she has been in residence, I have not yet caught a glimpse of her. Needless to say, I am particularly anxious to have a good look at her. It will doubtless richly repay me for all the nerve-racking agonies I have undergone on her account. The muscular development of her fingers, wrists, forearms and shoulders should be phenomenal. If your correspondent will carry out his suggestion and hire a 'hurdy-gurdy'—Blackhead's used to keep a 'beauty' in all that she does. It is simply unrelenting, vindictive strumming and banging, alternating with weary, monotonous, aimless wandering up and down the key-board, sometimes with one hand, sometimes with both; now and then, some one assists her, for four hands seem to be industriously at work, and the din they make, as may easily be imagined, is perfectly indescribable. Personally, I feel convinced that all this is done for no purpose but to annoy. The offender keeps herself closely shut up, that she may not be disturbed by the noise. In the few weeks she has been in residence, I have not yet caught a glimpse of her. Needless to say, I am particularly anxious to have a good look at her. It will doubtless richly repay me for all the nerve-racking agonies I have undergone on her account. The muscular development of her fingers, wrists, forearms and shoulders should be phenomenal. If your correspondent will carry out his suggestion and hire a 'hurdy-gurdy'—

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(Before His Honour A. G. Wise, Puisne Judge.)

Wednesday, September 15.

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Judgment was delivered by Mr Justice Wise in the suit *Stoller and Hagan v. H. S. Shum Yung*, in which the plaintiffs claimed \$1000 damages from the defendants for failing to take delivery of certain consignments of matches ordered through the plaintiffs.

Mr J. J. Francis, Q.C., appeared for the plaintiffs, instructed by Mr Bowley (of Messrs. Francis, Smith and Co., Solicitors).

His Lordship said—This suit was brought in the Original Jurisdiction to recover \$1000, an amount agreed to by the parties, and the balance of the price of goods bargained and sold by the plaintiffs to the defendant on March 13th and 17th, 1896, of which the defendants agreed to take delivery within two months after the arrival of each parcel in Hongkong, and to deliver it to the plaintiffs.

On September 20th, 1897, the Secretary of the Chamber of Commerce, Mr. H. S. Shum Yung, from the reports of the last meeting of your committee, advised that, in consequence of Messrs. Marsland, Son & Co.'s complaints, the infringement of one of their trade marks, forwarded through the Secretary of State for the Colonies, you informed them that a registration of trade marks is already in existence in this colony, and that the defendants were to be taken to go further into the matter.

As local agents of Messrs. Marsland, Son & Co. will you permit us to bring all the facts of the case before you, and we venture to hope that you will give the law in the matter.

In November, 1896, we had occasion to send an order for several hundred cases of cotton thread to Messrs. Marsland, Son & Co., asking them to send one of your own trade marks. This they refused to do, and the ground that their horse-shoe label was well known anywhere and they could not send their goods out under a new label. Being assured that the horse-shoe label was their own undisputed property, we sent them the order, and the thread was consequently sent to the defendants.

The first defendant—In the tenth moon last year.

His Lordship—How long have you been in Hongkong?

The second defendant—Between 10 and 20 years.

His Worship—When did your husband die?

The second defendant—I am not married.

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His Worship—Have you any relations?

The first defendant—Yes; but they are not well off.

His Worship—I will put off this case for a week, and in the meantime you can see if anything can be done for the prisoners. (To the prisoners)—You must not take the bull by the horns and try to end your lives in this way.

Sergeant Macaulay reminded His Worship of the gallant conduct of the launchman, who had assisted him to rescue the prisoners.

His Worship sent for the man and said:—Toll him I am glad to hear he gave all the assistance he could to rescue these people. But for his assistance and that of Angus Macaulay they would have met with their death. I have much pleasure in giving him a reward of \$10.

The case of these poverty-stricken helpless people is one well deserving the attention of the charitable. As this is not, we believe, the first occasion on which Sergeant Macaulay has been instrumental in saving life his gallant conduct is also worthy the notice of the higher authorities.

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SUPREME COURT.

IN APPELLATE JURISDICTION.

(Before the Full Court.)

Wednesday, September 15.

AN APPEAL TO THE PRIVY COUNCIL.

In the suit *Bank of China and Japan v. Chong Yau-tou*, others, an appeal application was made by the defendants to appeal to the Privy Council against the judgment delivered on the 7th inst. by the Full Court, before whom the case had been brought on appeal.

Mr. B. Robinson, instructed by Mr. Dennis, appeared on behalf of the appellants, and petitioned for leave to appeal.

The Chief Justice called Mr. Robinson's attention to the order of the Court in 1885, when, on hearing an ex parte application by Mr. Dennis for leave to appeal to the Privy Council in the suit *Yau Luk v. Ryrie*, Chief Justice Russell ruled that in future notices should be given to the other side.

Mr. Robinson said he did not think that procedure had been followed.

Mr. Francis, on being appealed to, stated that in a subsequent case in which he appeared the ruling of the Court in 1885 had not been observed.

The Chief Justice, after conferring with Mr. Justice Wise, said—We think that precedent may not have been followed, and we are quite clear that application may be made, and should be ex parte. Therefore, we give you leave to appeal, subject to your complying with the necessary conditions contained in the instructions of 21st January, 1885. The amount of security and other questions may be settled in Chambers.

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His Lordship said—This suit was brought in the Original Jurisdiction to recover \$1000, an amount agreed to by the parties, and the balance of the price of goods bargained and sold by the plaintiffs to the defendant on March 13th and 17th, 1896, of which the defendants agreed to take delivery within two months after the arrival of each parcel in Hongkong, and to deliver it to the plaintiffs.

On September 20th, 1897, the Secretary of the Chamber of Commerce, Mr. H. S. Shum Yung, from the reports of the last meeting of your committee, advised that, in consequence of Messrs. Marsland, Son & Co.'s complaints, the infringement of one of their trade marks, forwarded through the Secretary of State for the Colonies, you informed them that a registration of trade marks is already in existence in this colony, and that the defendants were to be taken to go further into the matter.

As local agents of Messrs. Marsland, Son & Co. will you permit us to bring all the facts of the case before you, and we venture to hope that you will give the law in the matter.

In November, 1896, we had occasion to send an order for several hundred cases of cotton thread to Messrs. Marsland, Son & Co., asking them to send one of your own trade marks. This they refused to do, and the ground that their horse-shoe label was well known anywhere and they could not send their goods out under a new label. Being assured that the horse-shoe label was their own undisputed property, we sent them the order, and the thread was consequently sent to the defendants.

The first defendant—In the tenth moon last year.

His Lordship—How long have you been in Hongkong?

The second defendant—Between 10 and 20 years.



## NOTICES TO CONSIGNEES.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.  
NOTICE TO CONSIGNEES.  
FROM GLASGOW, LIVERPOOL AND SINGAPORE.

THE Company's Steamship *Ozora*, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 21st Instant, or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Tuesday, the 21st Instant, at 3 p.m. No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 21st Instant will be subject to risk. Bills of Lading will be countersigned by HOLLIDAY, WISE & Co., Agents.  
Hongkong, September 14, 1897. 1843

'GLEN' LINE OF STEAM PACKETS.

FROM ANTWERP, LONDON AND STRAITS.

THE Steamship *Glenn* having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained. Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-day. Cargo remaining undelivered after the 20th Instant, will be subject to risk. Consignees are requested to present all Claims for damages and/or shortages not later than the 27th Instant, otherwise they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th Instant, at 11 a.m. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.  
Hongkong, September 13, 1897. 1834

## STEAMSHIP SYDNEY.

COMPAGNIE DES MESSEGERIES MARITIMES.  
NOTICE.

CONSIGNEES of Cargo from London or S.S. *Gambier*, in connection with above Steamer, are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing. Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-day (Saturday), requesting it to be landed here. Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after Saturday, the 26th September, will be subject to rent and landing charges. All Claims must be sent in to me on or before Saturday, the 26th September, or they will not be recognized. All Damaged Packages will be examined on Saturday, the 16th September, at 4 p.m. No Fire Insurance has been effected. G. DE CHAMPEAUX, Agent.  
Hongkong, September 11, 1897. 1823

## NOTICE TO CONSIGNEES.

STEAMSHIP MACDUFF.

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 16th Instant, or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th Instant, at 3 p.m. No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL, CARLILL & Co., Agents.  
Hongkong, Sept. 10, 1897. 1810

GRIMAUD'S SYRUP OF HYPO-PHOSPHITE OF LIME  
FOR DISEASES OF THE CHEST

All suffering from Catarrh, Consumption, Obsolete Coughs or Colds and those affected with diseases of the Chest, Lungs and Bronchial Tubes, should take

GRIMAUD'S SYRUP OF HYPO-PHOSPHITE OF LIME  
Prescribed by the leading medical authorities in all countries for the last twenty-five years with the greatest success, it continues to retain its reputation where all other medicines have failed.

Grimaud's Syrup immediately arrests the Cough, Spitting of blood and Night-sweats, and the Appetite improves rapidly—a fact soon demonstrated by an increase of weight and healthy appearance. Grimaud's Syrup has a rose colour, and is sold in flat oval bottles. Beware of imitations.

GRIMAUD & Co., Paris. Sold by all Chemists.

For Sale by A. S. Warner & Co., Chemist.

## Shipping.

## Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.  
FOR SWATOW, AMOY AND TAIWANFOO.

The Co.'s Steamship *Thales*, Captain DOUGLAS, will be despatched on the above Ports TO-MORROW, the 16th Instant, at Noon.  
For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers.  
Hongkong, September 15, 1897. 1842

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY, (Under Mail Contract with the AUSTRIAN GOVERNMENT.)

STEAM TO SHANGHAI AND KOBE.  
The Co.'s Steamship *Gisel*, Captain L. BUEHLER, will be despatched on the above places on SATURDAY, the 18th September.

For Freight or Passage, apply to SANDER & Co., Agents.  
Hongkong, September 13, 1897. 1835

## NIPPON YUSEN KAISHA.

JAPAN-AUSTRALIA LINE.

MONTHLY SERVICE.

(Under Mail Contract.)

FOR NAGASAKI, KOBE AND YOKOHAMA.

The Co.'s Steamship *Yunishi Maru*, Captain J. JONES, will be despatched for the above Ports on MONDAY, the 20th Instant, at 4 p.m.

This Steamer is fitted with Superior Passenger Accommodation and is lighted by Electricity throughout. A duly-qualified Doctor and a European Stewardess are carried.

For Freight or Passage, apply to NIPPON YUSEN KAISHA.

Hongkong, September 13, 1897. 1833

## NORTHERN PACIFIC STEAMSHIP COMPANY.

AND OREGON RAILROAD AND NAVIGATION COMPANY.

FOR PORTLAND, OREGON.

Sailings every 28 Days.

The Steamship *Brookman*, Captain E. POUTER, will be despatched on the above Ports on TUESDAY, the 21st September, at Noon.

Through Bills of Lading issued to Portland, Oregon, via KOBE & YOKOHAMA.

Consular invoices of goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the Steamer to the care of the Freight Agent, Oregon Railroad and Navigation Co., Portland, Oregon.

Parcels must be sent to our Office (with address marked in full) by 5 p.m. on the day previous to sailing.

For further information as to passage or freight, apply to

DODWELL, CARLILL & Co., General Agents.

Hongkong, September 9, 1897. 1804

## CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY & MELBOURNE.

The Co.'s Steamship *Taiyuan*, Captain NIELSEN, will be despatched on the above Ports on TUESDAY, the 21st September, at 4 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage. A duly-qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the Eastern and Australian S.S. Co., and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, September 10, 1897. 1728

## FOR VLADIVOSTOK VIA CHEFOO.

The Steamship *Oto*, Captain PEDERSON, will be despatched as above on THURSDAY, the 23rd Instant, at 3 p.m.

For Freight or Passage, apply to CHAI KEE & Co., 66, Praya Central.

Hongkong, September 14, 1897. 1845

## NIPPON YUSEN KAISHA.

JAPAN-AUSTRALIAN LINE.

MONTHLY SERVICE.

(Under Mail Contract.)

FOR THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE.

The Co.'s Steamship *Zoku Maru*, Captain E. W. HAWES, will be despatched for the above Ports on FRIDAY, the 24th Instant, at 4 p.m.

This Steamer is fitted with Superior Passenger Accommodation and carries a duly-qualified Doctor and a Stewardess.

For Freight or Passage, apply to NIPPON YUSEN KAISHA.

Hongkong, September 10, 1897. 1809

## Shipping.

## Steamers.

NIPPON YUSEN KAISHA.  
HONGKONG-VLADIVOSTOK LINE.  
MONTHLY SERVICE.  
FOR VLADIVOSTOK, VIA SHANGHAI, CHEFOO, CHEMULPO, NAGASAKI, FUSAN AND GENSAN.

The Co.'s Steamship *Sandai Maru*, Captain O. OKAWA, will be despatched as above on FRIDAY, the 24th Instant, at 4 p.m.

For Freight or Passage, apply to NIPPON YUSEN KAISHA.

Hongkong, September 14, 1897. 1844

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALUTTA.

The Co.'s Steamship *Suisang*, Capt. G. W. H. HARRIS, will be despatched as above on THURSDAY, the 16th Instant, at 3 p.m.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, September 11, 1897. 1824

## MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK VIA SUEZ CANAL.

The Steamship *Pasha*, to be despatched for the above Ports on the 19th September, 1897.

S.S. *Emerald*, to sail about 7th Oct., 1897.

S.S. *Madoff*, to sail about 21st Oct., 1897.

S.S. *Cromarty*, to sail about 20th Nov., 1897.

S.S. *Sikh*, to sail about 10th Dec., 1897.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, September 10, 1897. 1776

## THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR GENOA, LONDON, AND LIVERPOOL VIA STRAITS, AND COLOMBO.

(Taking Cargo at through rates for GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)

The Co.'s Steamship *Ningchow*, Captain W. H. CROSS, will be despatched as above on or about the 21st September.

To be despatched on the 21st September.

For Freight, etc., apply to HOLLIDAY, WISE & Co., Agents.

Hongkong, September 9, 1897. 1723

## OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

The Co.'s Steamship *Patroclus*, Captain DICKENS, will be despatched as above on TUESDAY, the 25th Instant.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, September 6, 1897. 1782

## Sailing Vessels.

FOR PORTLAND, OREGON.

The French Barque *Dreize*, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to SHEWAN, TOMES & Co.

Hongkong, August 30, 1897. 1729

## FOR BALTIMORE.

The S/S *L.I. American Ship Isaac Reed*, Captain WALSH, will load here for the above Port, and will have quick despatch.

For Freight, apply to SHEWAN, TOMES & Co.

Hongkong, August 28, 1897. 1714

## SECOND EDITION.

HISTORY OF THE CHURCHES OF INDIA, BURMA, SIAM, THE MALAY PENINSULA, CAMBODIA, ANAM, THURAI, COCHIN AND JAPAN.

Entrusted to the Society of the 'MISSION FELLOWS.'

(Translated by EDWARD HARVEY PARKER, and Reprinted from 'THE CHINA REVIEW.')

PRICES ONE DOLLAR.

ON SALE AT KELLY & WALSH, LTD.

Not Responsible for Debts.

Neither the Captain, the Agents, nor the Owners will be responsible for any Debts contracted by the Officers or crew of the following Vessels, during their stay in Hongkong Harbour:

IOLENI, Hawaiian barque, Captain CHAS. McCLURE, Shawan, Tomes & Co.

ISAGO REED, American ship, Captain F. D. WALDE, Standard Oil Co.

SENAWAT, British schooner, Captain E. JOHNSON, Shawan, Tomes & Co.

## Mails.

Accidental & Oriental Steamship Company.

MAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Belgio (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and H'kong) TUESDAY, Sept. 21, at noon.

Optic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and H'kong) SATURDAY, October 9, at noon.

Gaile (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and H'kong) THURSDAY, Oct. 23, at noon.

This Steamship *Belgio* will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on TUESDAY, the 21st September, at Noon.

Passengers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This discount does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office until 5 p.m. on the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, to the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight & Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, September 2, 1897. 1760

## U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Pers (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and H'kong) THURSDAY, Sept. 30, at noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and H'kong) TUESDAY, October 19, at noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and H'kong) TUESDAY, Nov. 9, at noon.

The U.S. Mail Steamship *PERU* will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on THURSDAY, the 24th September, at Noon, making Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER & RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 50¢ in addition to the regular fare.

Passengers holding orders for OVERLAND OILS in the United States have the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER & RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Freight will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day. All Parcel Packages should be marked to address in full, and same will be received at the office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, to the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Freight and Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, September 11, 1897. 1830

## Mails.

STRAITS, OCEAN, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship *ROHILLA*, Captain F. COLE, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on THURSDAY, the 23rd Sept., at Noon, taking Passengers and Cargo for the above Ports.

This Steamer connects at Bombay with the Steamer *BRITANNIA*, leaving that Port on the 16th October, for LONDON direct.

Stilk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed on Bombay.

Parcels will be received at this Office until 5 p.m. the day previous to sailing. The contents of the value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. RITCHIE, Superintendent.

& O. S. N. Co.'s Office.

Hongkong, September 10, 1897.

## NORTHERN PACIFIC STEAMSHIP AND RAILWAY COMPANY.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the INTERIOR and KANSAS CITIES of the UNITED STATES AND CANADA and to EUROPE.

HONGKONG TO LONDON, £47.

Excellent accommodation. First class Table, Doctors and Nurses carried.

HONGKONG TO NEW YORK, £41.

The Railroad travelling second to none in the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. THE YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL Lines.

HONGKONG TO TAOMA, £28.

Rate of Passage to other Ports on application.

Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

Olympia... 2,608 Tons... Sept. 26, at noon.

Columbia... 2,608 Tons... Sept. 26, at noon.

Tacoma... 2,608 Tons... Sept. 26, at noon.

Victoria... 2,608 Tons... Sept. 26, at noon.

Olympia... 2,608 Tons... Sept. 26, at noon.

Columbia... 2,608 Tons... Sept. 26, at noon.

Tacoma... 2,608 Tons... Sept. 26, at noon.

Victoria... 2,608 Tons... Sept. 26, at noon.

Olympia... 2,608 Tons... Sept. 26, at noon.

Columbia... 2,608 Tons... Sept. 26, at noon.

Tacoma... 2,608 Tons... Sept. 26, at noon.

Victoria... 2,608 Tons... Sept. 26, at noon.

Olympia... 2,608 Tons... Sept. 26, at noon.

Columbia... 2,60



HONGKONG MARKET PRICES.

(Corrected to Saturday, September 11, 1897.)  
At 1020 Cash per Dollar Mexican.

Chinese Natives.

Butcher Meat.

Bacon, English, lb.	—	來路烟猪肉	—
" Am. Sugar cured, "	560	花旗烟猪肉	—
" Foochow, "	—	福州烟猪肉	—
" Japan, cured, "	—	日本烟猪肉	—
Beef, mizoin & prime cut, catty	140	尾龍外	—
" Corned, " catty	140	牛肉	—
" Roast, " "	180	燒牛肉	—
" Soup, " "	100	肉肉	—
" Steak, " "	120	牛肉	—
Bullock's Brains, per set	60 50	牛腦	—
" Tongue fresh, each	250	牛腦	—
" " corned, "	310	牛腦	—
" Head, " "	500	牛腦	—
" Heart, " "	150	牛腦	—
" Hump, Salt catty	140	牛腦	—
" Feet, " each	60 50	牛腦	—
" Kidneys, " "	60	牛腦	—
" Tail, " "	100	牛腦	—
" Liver, " catty	70	牛腦	—
" Tripe (undressed) catty	60 50	牛腦	—
Calves Head and Feet, set	500	牛腦	—
Hams, American, lb.	330	花旗火腿	—
" Chinese, " "	260	花旗火腿	—
" English, New, " "	440	花旗火腿	—
" Japan cured, " "	320	花旗火腿	—
" Shanghai, " "	250	花旗火腿	—
Mutton Chop, " "	160	羊腩	—
" Leg, " "	160	羊腩	—
" Shoulder, " "	120	羊腩	—
Figs Chittling, " catty	70 60	羊腩	—
" Feet, " "	110	羊腩	—
" Fry, " "	160	羊腩	—
" Head, " each	500 450	羊腩	—
" Heart, " "	50 40	羊腩	—
" Kidneys, " pair	70	羊腩	—
" Liver, " lb.	160	羊腩	—
Pork Chop, " catty	180	豬腩	—
" Corned, " "	190	豬腩	—
" Leg, " "	190	豬腩	—
" Fat of Lamb, " "	160	豬腩	—
Sheep's Head and Feet, set	350	豬腩	—
" Heart, " each	50 40	豬腩	—
" Kidneys, " "	70	豬腩	—
" Liver, " lb.	150 140	豬腩	—
Smoking Pig, " each	\$1.75 \$1.25	豬腩	—
Suet, Beef, " lb.	110	豬腩	—
" Mutton, " "	100	豬腩	—
Veal, " catty	130	豬腩	—

Poultry.

Chicken, " catty	220	雞	—
Ducks, " "	260	鴨	—
Onions, " "	150	鴨	—
Doves, " "	160	鴨	—
Eggs, Hen, " doz.	120	鴨	—
" Duck, " "	110	鴨	—
Fowls, " catty	180	鴨	—
Geese, " "	170	鴨	—
Hares, " each	—	鴨	—
Musk Deer, " "	—	鴨	—
Partridges, " "	—	鴨	—
Pigeons, " "	170	鴨	—
Pheasant, " brace	—	鴨	—
Quail Birds, " doz.	—	鴨	—
Rails, " each	—	鴨	—
Snipe, " "	140	鴨	—
Turkeys, Cook, " catty	500	鴨	—
" Hen, " "	350	鴨	—
Teal, " each	—	鴨	—
Wild Ducks, " pair	—	鴨	—

Fish.

Barbel, " catty	180	魚	—
Bream, " "	80	魚	—
Bombay Ducks, 100 pieces	—	魚	—
Cotton Fresh Water Fish, catty	—	魚	—
Carp, " "	80	魚	—
Codfish, " "	80	魚	—
Codfish, Salt, " "	80	魚	—
Crabs, " "	160	魚	—
Onion Fish, " "	100	魚	—
Dab, " "	60	魚	—
Daos, " "	90	魚	—
Dog Fish, " "	—	魚	—
Eels, Congor, " "	200	魚	—
" Fresh water, " "	180	魚	—
Eels, Yellow, " "	180	魚	—
Flo Fish, " "	250	魚	—
Frogs, " "	80	魚	—
Garoupe, " "	300	魚	—
Gudgeon, " "	80	魚	—
Gurnard, " "	80	魚	—
Herring, " "	120	魚	—
" smoked, box	—	魚	—
Halibut, " catty	120	魚	—
Labrus, " "	180	魚	—
Loach, " "	140	魚	—
Loaches, " "	800	魚	—
Mackerel, " "	—	魚	—
Mank Fish, " "	300	魚	—
Mullet, " "	140	魚	—
Oysters, " "	—	魚	—
Parrish, " "	180	魚	—
Pike, " "	140	魚	—

ON CRICKET.

Prince Ranjitsingh's book on Cricket is almost certain to establish itself as the modern classic on the subject. The Prince is as astute a business man as he is a cricketer, and taking advantage of the great competition there was among the publishers for his book, he got from the Blackwoods, I believe, an enormously large sum for the copyright. It ought to prove a good speculation for the publishers, however, for the interest of England in the volume is considerable, and some of the magazines—such as the *Windsor*—I see, are apparently willing to pay handsomely for the privilege of quoting articles from the proof-sheet. In this month's *Windsor*, Ranjitsingh's counsel on fielding is given pretty fully, and in summary it amounts to this:

1. Keep the legs together when the ball is hit straight to you and while you are picking it up.
2. Always back up the man who is receiving the ball at the wicket, when it is thrown in; but not too close.
3. Do not fail to try for a catch, however impossible it may seem.
4. Always be on the look-out and ready to start.
5. Run at top speed, but not rashly, the moment the ball is hit.
6. Use both hands whenever possible.
7. Do not get nervous if you make a mistake.
8. Obey your captain cheerfully and promptly.
9. Never be slack about taking up the exact position assigned to you; never move about in an aimless, fidgety manner.

THE FUTURE OF FORMOSA.

THE ADDITION OF THE JAPANESE COLONIAL DEPARTMENT.

Now that the Cabinet has decided to abolish the Department of Colonization the first question that presents itself to our mind, says the *Kokumin*, is, How shall we deal with Formosa? As we have asserted over and over again, the Japanese administration must adopt the principle of self-government, amplify the powers and responsibilities of the Governor-General, and make him free to act. Do not repeat the folly of having Ordinances emanate from one Government, the Japanese administration, the supervision of its government will again be entrusted to the Department of the Interior. One point to be noted in the administration of Hokkaido is that it is already receiving a yearly immigration of from four to five thousand persons. It is being steadily cultivated and settled in, and harbour works and railroad construction it is not very much behind. What it now needs to have attended to is its roads and irrigation. As for the form of government in Hokkaido it should be practically conform to that which prevails in the main island.

The Department of Colonization, says the *Yomiuri*, is one of the legacies left by the last Administration to the present. It has been a department of the Government since the Meiji Restoration, and it has been a department of the Government since the Meiji Restoration, and it has been a department of the Government since the Meiji Restoration.

Vegetables, &c.

Artichokes, Shanghai, catty	—	上海丁	—
Banana, (Canton), " "	—	香蕉	—
" Long, " "	40	香蕉	—
Beet Root, " each	20	紅菜頭	—
Brinjals, Green, " catty	30	茄子	—
" Red, " "	30	茄子	—
Brassica, " "	40	白菜	—
Bamboo Shoots, " "	30	竹筴	—
Cabbage, Chinese com. " "	30	白菜	—
Cabbage, " "	100	白菜	—
Carrots, " catty	150	胡蘿蔔	—
Calory, Chinese, " "	140	胡蘿蔔	—
" English, " "	130	胡蘿蔔	—
Chillies Dried, " "	60	辣椒	—
" Red, " "	60	辣椒	—
Curry Stuff, English, " "	50	咖喱粉	—
Cucumbers, " "	40	黃瓜	—
Butter Squash, " "	40	南瓜	—
Garlic, " "	50	大蒜	—
Ginger, young, " "	50	薑	—
Horseradish, S'hai, " "	120	山藥	—
Indian Corn, " piece	—	玉米	—
Lettuces, (English), " each	10	生菜	—
Mushrooms, Fresh, " catty	—	蘑菇	—
Onions, Bombay, " "	60	洋蔥	—
" Green, " "	30	洋蔥	—
" Shanghai, " "	60	洋蔥	—
" Japan, " "	40	洋蔥	—
Okroos, " "	60	茄子	—
Peas, English, " bundle	10	豌豆	—
Potatoes, Sweet, " catty	50	甘薯	—
" Shanghai, " "	50	甘薯	—
" Japan, " "	40	甘薯	—
Pumpkin, " "	20	南瓜	—
Purplish, " "	5 4	南瓜	—
Papaw, " "	25 20	木瓜	—
Radish, " doz.	30	蘿蔔	—
Rice, best quality, per picul, \$4.50	—	白米	—
" Common, " "	\$4.10	白米	—
Shallots, " catty	70	蔥	—
Spinage, (Chinese), " "	—	菠菜	—
Spinach, " "	30	菠菜	—
Snake Gourd, " "	40	蛇瓜	—
Tomatoes, " "	60	番茄	—
Taro, " 30 15	芋頭	—	—
Turnips, Fung, (Long), " "	30	蘿蔔	—
Vegetable Marrow, " "	30	茭白	—
" (Long), " "	—	茭白	—
Water Cress, " "	180	水蔞	—

HONGKONG SHARE MARKET.

In their weekly share report dated Hongkong, 14th September, Messrs Benjamin, Kelly and Potts write:—

The market has continued to show considerable strength, and, in consequence, most stocks have improved their position. Banks.—Hongkong and Shanghai Banks have again advanced, and sales at 170, 171 and 172 per cent premium have been effected, the market closing steadily at the latter rate. The London quotation has improved to 240. Nationals have been taken off the market to a considerable extent at 116 1/2. Bank of China Deferred shares are wanted at 45.

Marine Insurance.—Unions have improved their position considerably, and have been bought at 24 1/2 and 25 1/2. China Traders have changed hands at 27 1/2 and are still enquired for at the rate. We hear that the Company will pay their usual dividend of 8%.

Shipping.—Hongkong, Canton and Macao Steamships have ruled quiet with sales and buyers at 82 1/2. Indo-China have been booked at 84 1/2 and 85 1/2, and close in demand. The London quotation has improved to 240. Nationals have been taken off the market to a considerable extent at 116 1/2. Bank of China Deferred shares are wanted at 45.

Refineries.—China Sugars have advanced to 114 1/2 sales, and close steady at the rate. Luzons are out of favour with sales at 24 1/2 and shares offering at 84 1/2. Mining.—Fungions are slightly better with buyers at 84 1/2 and sales at 85 1/2. The Preference shares have changed hands at 11 1/2 and 12 1/2. Carbonages have found buyers at 81, and are now wanted at 83. New Balmoral Preference have been sold at 11 1/2 and 12 1/2. Teles are asked for 12 1/2. Road, dropped to 11 1/2 on receipt of news of the last crushing, but are again firmer with sales and buyers at 11 1/2.

Docks, Wharves and Godowns.—Hongkong and Whampoa Docks have ruled very quiet, with only small sales and sellers at 21 1/2 premium. Wanchais have been first at 24 1/2. Lands, Hotels and Buildings.—Hongkong Lands have been in steady demand, and have been done to a considerable extent at 87 1/2 and 88 1/2, closing with further buyers at the latter rate. West Point has been negotiated at 82 1/2 and 83 1/2. Hotels have been done and are now offering at 43 1/2. Humphreys' Estate have been bought at 84 1/2 and close steady.

Miscellaneous.—Green Island Cements have ruled slightly easier, and have been sold at 24 1/2, 25 1/2 and 26 1/2, closing at 25 1/2. New Old, ex new, and New shares respectively, closing with buyers at 114 1/2 for the latter. A. S. Watsons have been booked, and are offering at 112 1/2. Electricians have been in some demand, with the result that shares at 10 1/2, 11 1/2, 12 1/2, 13 1/2, 14 1/2, 15 1/2, 16 1/2, 17 1/2, 18 1/2, 19 1/2, 20 1/2, 21 1/2, 22 1/2, 23 1/2, 24 1/2, 25 1/2, 26 1/2, 27 1/2, 28 1/2, 29 1/2, 30 1/2, 31 1/2, 32 1/2, 33 1/2, 34 1/2, 35 1/2, 36 1/2, 37 1/2, 38 1/2, 39 1/2, 40 1/2, 41 1/2, 42 1/2, 43 1/2, 44 1/2, 45 1/2, 46 1/2, 47 1/2, 48 1/2, 49 1/2, 50 1/2, 51 1/2, 52 1/2, 53 1/2, 54 1/2, 55 1/2, 56 1/2, 57 1/2, 58 1/2, 59 1/2, 60 1/2, 61 1/2, 62 1/2, 63 1/2, 64 1/2, 65 1/2, 66 1/2, 67 1/2, 68 1/2, 69 1/2, 70 1/2, 71 1/2, 72 1/2, 73 1/2, 74 1/2, 75 1/2, 76 1/2, 77 1/2, 78 1/2, 79 1/2, 80 1/2, 81 1/2, 82 1/2, 83 1/2, 84 1/2, 85 1/2, 86 1/2, 87 1/2, 88 1/2, 89 1/2, 90 1/2, 91 1/2, 92 1/2, 93 1/2, 94 1/2, 95 1/2, 96 1/2, 97 1/2, 98 1/2, 99 1/2, 100 1/2, 101 1/2, 102 1/2, 103 1/2, 104 1/2, 105 1/2, 106 1/2, 107 1/2, 108 1/2, 109 1/2, 110 1/2, 111 1/2, 112 1/2, 113 1/2, 114 1/2, 115 1/2, 116 1/2, 117 1/2, 118 1/2, 119 1/2, 120 1/2, 121 1/2, 122 1/2, 123 1/2, 124 1/2, 125 1/2, 126 1/2, 127 1/2, 128 1/2, 129 1/2, 130 1/2, 131 1/2, 132 1/2, 133 1/2, 134 1/2, 135 1/2, 136 1/2, 137 1/2, 138 1/2, 139 1/2, 140 1/2, 141 1/2, 142 1/2, 143 1/2, 144 1/2, 145 1/2, 146 1/2, 147 1/2, 148 1/2, 149 1/2, 150 1/2, 151 1/2, 152 1/2, 153 1/2, 154 1/2, 155 1/2, 156 1/2, 157 1/2, 158 1/2, 159 1/2, 160 1/2, 161 1/2, 162 1/2, 163 1/2, 164 1/2, 165 1/2, 166 1/2, 167 1/2, 168 1/2, 169 1/2, 170 1/2, 171 1/2, 172 1/2, 173 1/2, 174 1/2, 175 1/2, 176 1/2, 177 1/2, 178 1/2, 179 1/2, 180 1/2, 181 1/2, 182 1/2, 183 1/2, 184 1/2, 185 1/2, 186 1/2, 187 1/2, 188 1/2, 189 1/2, 190 1/2, 191 1/2, 192 1/2, 193 1/2, 194 1/2, 195 1/2, 196 1/2, 197 1/2, 198 1/2, 199 1/2, 200 1/2, 201 1/2, 202 1/2, 203 1/2, 204 1/2, 205 1/2, 206 1/2, 207 1/2, 208 1/2, 209 1/2, 210 1/2, 211 1/2, 212 1/2, 213 1/2, 214 1/2, 215 1/2, 216 1/2, 217 1/2, 218 1/2, 219 1/2, 220 1/2, 221 1/2, 222 1/2, 223 1/2, 224 1/2, 225 1/2, 226 1/2, 227 1/2, 228 1/2, 229 1/2, 230 1/2, 231 1/2, 232 1/2, 233 1/2, 234 1/2, 235 1/2, 236 1/2, 237 1/2, 238 1/2, 239 1/2, 240 1/2, 241 1/2, 242 1/2, 243 1/2, 244 1/2, 245 1/2, 246 1/2, 247 1/2, 248 1/2, 249 1/2, 250 1/2, 251 1/2, 252 1/2, 253 1/2, 254 1/2, 255 1/2, 256 1/2, 257 1/2, 258 1/2, 259 1/2, 260 1/2, 261 1/2, 262 1/2, 263 1/2, 264 1/2, 265 1/2, 266 1/2, 267 1/2, 268 1/2, 269 1/2, 270 1/2, 271 1/2, 272 1/2, 273 1/2, 274 1/2, 275 1/2, 276 1/2, 277 1/2, 278 1/2, 279 1/2, 280 1/2, 281 1/2, 282 1/2, 283 1/2, 284 1/2, 285 1/2, 286 1/2, 287 1/2, 288 1/2, 289 1/2, 290 1/2, 291 1/2, 292 1/2, 293 1/2, 294 1/2, 295 1/2, 296 1/2, 297 1/2, 298 1/2, 299 1/2, 300 1/2, 301 1/2, 302 1/2, 303 1/2, 304 1/2, 305 1/2, 306 1/2, 307 1/2, 308 1/2, 309 1/2, 310 1/2, 311 1/2, 312 1/2, 313 1/2, 314 1/2, 315 1/2, 316 1/2, 317 1/2, 318 1/2, 319 1/2, 320 1/2, 321 1/2, 322 1/2, 323 1/2, 324 1/2, 325 1/2, 326 1/2, 327 1/2, 328 1/2, 329 1/2, 330 1/2, 331 1/2, 332 1/2, 333 1/2, 334 1/2, 335 1/2, 336 1/2, 337 1/2, 338 1/2, 339 1/2, 340 1/2, 341 1/2, 342 1/2, 343 1/2, 344 1/2, 345 1/2, 346 1/2, 347 1/2, 348 1/2, 349 1/2, 350 1/2, 351 1/2, 352 1/2, 353 1/2, 354 1/2, 355 1/2, 356 1/2, 357 1/2, 358 1/2, 359 1/2, 360 1/2, 361 1/2, 362 1/2, 363 1/2, 364 1/2, 365 1/2, 366 1/2, 367 1/2, 368 1/2, 369 1/2, 370 1/2, 371 1/2, 372 1/2, 373 1/2, 374 1/2, 375 1/2, 376 1/2, 377 1/2, 378 1/2, 379 1/2, 380 1/2, 381 1/2, 382 1/2, 383 1/2, 384 1/2, 385 1/2, 386 1/2, 387 1/2, 388 1/2, 389 1/2, 390 1/2, 391 1/2, 392 1/2, 393 1/2, 394 1/2, 395 1/2, 396 1/2, 397 1/2, 398 1/2, 399 1/2, 400 1/2, 401 1/2, 402 1/2, 403 1/2, 404 1/2, 405 1/2, 406 1/2, 407 1/2, 408 1/2, 409 1/2, 410 1/2, 411 1/2, 412 1/2, 413 1/2, 414 1/2, 415 1/2, 416 1/2, 417 1/2, 418 1/2, 419 1/2, 420 1/2, 421 1/2, 422 1/2, 423 1/2, 424 1/2, 425 1/2, 426 1/2, 427 1/2, 428 1/2, 429 1/2, 430 1/2, 431 1/2, 432 1/2, 433 1/2, 434 1/2, 435 1/2, 436 1/2, 437 1/2, 438 1/2, 439 1/2, 440 1/2, 441 1/2, 442 1/2, 443 1/2, 444 1/2, 445 1/2, 446 1/2, 447 1/2, 448 1/2, 449 1/2, 450 1/2, 451 1/2, 452 1/2, 453 1/2, 454 1/2, 455 1/2, 456 1/2, 457 1/2, 458 1/2, 459 1/2, 460 1/2, 461 1/2, 462 1/2, 463 1/2, 464 1/2, 465 1/2, 466 1/2, 467 1/2, 468 1/2, 469 1/2, 470 1/2, 471 1/2, 472 1/2, 473 1/2, 474 1/2, 475 1/2, 476 1/2, 477 1/2, 478 1/2, 479 1/2, 480 1/2, 481 1/2, 482 1/2, 483 1/2, 484 1/2, 485 1/2, 486 1/2, 487 1/2, 488 1/2, 489 1/2, 490 1/2, 491 1/2, 492 1/2, 493 1/2, 494 1/2, 495 1/2, 496 1/2, 497 1/2, 498 1/2, 499 1/2, 500 1/2, 501 1/2, 502 1/2, 503 1/2, 504 1/2, 505 1/2, 506 1/2



